

**Annual Valentine's Day
Gathering Noon, Saturday,
February 14th, 2015**



**Panoz Cars Tour
Saturday, March 28th**

**PRESIDENT'S
LETTER**

I just returned from our kickoff club function for 2015, Adaptive Mobility Systems. Our host was involved owner Bob Boston and he gave us a step by step tour of his company's production facility. Bob is also a car aficionado, once housing the largest collection of Daimler's in America. He still has four Daimlers, plus a few Bentley's, Jaguars and other interesting models to admire. February is upon us and love is in the air. Brian & Linda Hernan have reserved time at The Diner at North Point Mall for a Valentine's Lunch, Saturday the 14th. Our first draft of the 2015 NGJC Calendar is enclosed, please browse through the first few months and get involved. Future functions will be added as they are firmed up. The big January auctions in Arizona are over and the results are in. Big money is being spent on quality collector cars. Jaguar XK's and E Types are firmly in the triple digits, you don't just have a toy, now it's an investment! All you XJ-S owners hang on, your time will come. Jaguar style and a V-12, what's not to love? Keep your mind on your driving and your hands on the wheel;

John W. Hollier

**Welcome new
members**

Rouse Spencer of
Cumming,
Robert Shellenberger of
Atlanta,
Bradley Shepherd of
Suwanee.



**Annual Valentine's Day Gathering
Noon, Saturday, February 14th, 2015
The Diner At North Point,
2355 Mansell Road, Alpharetta, GA 770-650-6400**

Submitted by Dave Kirkman

Mark your February calendar for Saturday, February 14th, and make plans to join fellow club members as we celebrate Cupid's favorite day with that someone special in our lives. Brian Hernan has made arrangements again this year for us to gather in the large private room at the Diner at North Point, just off GA 400 at 2355 Mansell Road. Our Valentine's Day Gathering has proven to be one of our club's favorite events and we look forward to seeing everyone on Saturday, the 14th. We will order off the restaurant's large and varied menu but we are requesting **RSVP** with Brian Hernan 770-988-2031 (brian@hernans.com) or me at 770-886-7435 (kirkmandave1@aol.com) **by Wednesday, February 11** so we can let the restaurant know how many of us to expect.

**What's Wrong With Having Ethanol In A
Carburetor?**

Submitted by Ed Preston

Fact #1: Carbureted fuel systems were designed for gasoline. They have steel tanks, mild steel fuel lines, brass and rubber in the fuel pumps, and steel, brass, rubber and aluminum or zinc alloy castings in the carburetor. Gasoline will not hurt any of these.

Fact #2: Ethanol is hygroscopic meaning it will absorb water. According to the EPA, a mixture of gasoline with 10% ethanol will cause no problem for any vehicle. This may be true in the dry Arizona desert but it is not true anywhere there is humidity—hello—Georgia. The fuel will absorb as much as it can and then reaches what is called "phase separation", meaning it cannot absorb any more water. A typical fuel system will have a half cup to one cup of water remaining in every tank full. As long as this is continually moving through the system all is well. As soon as this water/alcohol/fuel mixture is allowed

to sit in the system, corrosion results. The steel starts to rust, the brass is eaten away, early rubber will dissolve or dry out (creating flakes or gummy), and the aluminum and zinc alloys are etched (like strong acid) leaving zinc oxide or aluminum oxide on the surfaces (that white powder stuff). This etching can be very deep and destroy the part. Modern, fuel injected systems are not affected because they have plastic or stainless tanks, stainless fuel lines, coated or stainless casings, chemically stable rubber and no brass.

Ethanol is too corrosive to put in the pipelines. It is too corrosive to add to fuel in storage tanks. It is added to the tank trucks as they leave for the delivery to the gas stations and the trucks that haul it have to be specially made (no mild steel, aluminum, brass, or untreated rubber in the system, pumps, gauges, dispenser nozzles or hoses).

**Panoz Cars Tour Set For
Saturday, March 28th**

From John Hollier

Our March club function will center around a tour of the local custom car builder Panoz. Danny Panoz started the car company in 1990 with their first production model the Panoz Roadster. Danny's father Don, got involved in 1997 with the introduction of the GTR1 race car. Success soon followed with class wins at Le Mans and Sebring among others. Their latest model is a variation of the Esperante sports car, first introduced early in the new century.

We will tour their show room, Heritage Center and manufacturing facility. But first, we will meet at Chateau Elan for lunch at the Café Elan. They have selected a special menu for our 11:00 o'clock dining pleasure. We will caravan to the Panoz facility after lunch. Please join your fellow Jaguar enthusiasts for an exquisite lunch and a behind the scenes look at low volume, high performance automobile manufacturing.

Changes in Club Name Tag and Merchandise Provider

Submitted by John Hoffman

Several months ago I was asked by the club to assume the name tag purchasing and distribution duties of Pat Harmon, who will be moving out of state. We thank Pat for his years of service providing access to club logo merchandise – not an easy job.

Due to difficulties working with the new owner of the old provider, I have located a new company, Specialty Engravers, which provides not only engraving but all sorts of promotional merchandise and trophies, and has several Atlanta locations.

Shown below is a sample of the new nametag. It is an engraved brass plate on an aluminum back, weighs slightly less than our current tag and enlarges the first name of the wearer.



Continued from page 1

What's Wrong With Having Ethanol In A Carburetor?

Submitted by Ed Preston

Fact #3: There are many fuel additives that claim to disperse the water and blend it into the fuel so it can burn through and make the EPA claim true. The problem (as far as I can learn from many sources) is that they are all 92% to 98% alcohol. OK—one of them uses naphtha (no better). Most have about 5% true additives for fuel stabilization, corrosion resistance, system

cleaning, etc. The top selling fuel additive has almost no additives—it is 98%+ methyl alcohol. Talk about “placebo” thinking and great marketing. If you believe their ads, you will be convinced it works.

Fact #4: When you add these additives to gasoline, you change the molecular weight, the specific gravity (won't pass a fuel check at the racetrack), the octane rating,

Price \$10.50 for each tag. To order please send a check payable to John Hoffman at 170 Camellia Way, Roswell GA 30076. Be sure to show your name and address and how the name should appear. Specialty Engraving will mail the nametag(s) directly to you. We hope to soon have this entire process available on the NGJC website with payment available thru PayPal.

The clothing listed on the website is not available at this time. We're working with Specialty to offer a selection of polo shirts, long and short sleeve button-up shirts, caps and jackets. The plan is to offer quality merchandise at the lowest cost possible. We hope to have all the changes in place in time for the next newsletter.



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Deadline for Newsletter Articles and Advertisements is the 26th of the preceding month.

All submissions are nonbinding and subject to approval.



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2015 NGJC Calendar

Submitted by Dave Kirkman

NGJC EVENTS: February

M	T	W	T	F	SAT	SUN
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	

NGJC EVENTS: March

M	T	W	T	F	SAT	SUN
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

= Club Events
 = Other Events

January 31 (Saturday)
 Visit to Bob Boston's Van Conversion Factory
 Sponsor: D. Kirkman*
 Time: 10:30am
 Location: Adaptive Mobility Systems
 2072 N Bibb Dr., Tucker, GA.
February 14 (Saturday)
 Valentine Gathering,
 Time: Diner At North Point
 Sponsor: Brian Hernan*
 Location: 2355 Mansell Rd., Alpharetta, GA.
March 14&15 (Sat & Sun)
 Amelia Island Concours,
 Sponsor: N/A
 Location: Amelia Island, FL

March 20-21 (Fri-Sat)
 JCNA Annual General Meeting
 Location: Philadelphia, PA
March 28 (Saturday)
 Panoz Factory Tour
 Time: 11:00AM Brunch
 Location: Chateau Elan
 Sponsor: J. Hollier
 Location: Hwy 124, Hoschton, GA.
April 24, 25 & 26 (Fri/Sat/Sun)
 Walter Mitty Historic Races
 Sponsor: TBD
 Location: Road Atlanta
 May 1, 2, & 3 (Fri, Sat & Sun)
 -Pinehurst Concours d'Elegance
May 2 (Saturday)
 Ethanol Tech Session
 Time: 12:00 Noon

Sponsor: J. Newell
 Location: Eljay, GA

May 3 (Sunday)
 British Motorcar Day
 Time: 10:00 AM
 Sponsor: J. Hollier
 Location: Roswell GA.

May 9 (Saturday)
 NGJC Judges Training
 Time: TBD
 Sponsor: C. Kerins
 Location: Hennessy Jaguar, Gwinnett

May 10 Mother's Day
May 23 (Saturday)
 Early Spring Drive
 Time: TBD
 Sponsor: Dave Kirkman*

May 25 Memorial Day

June 6 (Friday)
 Ferrari Maserati of Atlanta's 10th Annual Rides to Remember

June 11-14 (Thurs-Sun)
 Highlands Motoring Festival
 Time: TBD
 Sponsor: *
 Location: Highlands, NC
Including:
 Overnight Drive to Kingwood Country Club
 Location: Clayton, GA

June 20 (Saturday)
 Jags 'N Friends

Annual Picnic
 Time: TBD
 Sponsor: B. Hernan*
 Location: TBD

July 16-19 (Thurs-Sun)
 Carolina Jaguar Club Concours
 Time: TBD
 Sponsor: NC Jag Club
 Location: Little Switzerland, NC

July 18-19 (Sat & Sun)
 Summer Overnight Drive to Andersonville National Historic Site
 Time: TBD
 Sponsor: TBD
 Location: Andersonville, GA

June 21 Father's Day

August 15 (Saturday)
 Summer Drive to Booth Western Museum
 Time: TBD
 Sponsor: J. Hoffman
 Location: Cartersville, GA

September 7 Labor Day

September 12, (Saturday)
 British Car Fayre
 Time: 10:00 AM
 Sponsor: TBD*
 Location: Norcross, GA

September 18 & 19, (Fri & Sat)
 Smokey Mountain Club Concours

Location: Greenville, TN

September 16-20 (Wed-Sun)
 JCNA Challenge Championship
 Time: TBD
 Sponsor: Wisconsin Jaguars Ltd.
 Location: Elkhart Lake, WI.

September 27 (Sunday)
 1st Fall Drive to North GA. Mountains,
 Time: 9:30
 Sponsor: D. Kirkman
 Location: TBD

October 10 (Saturday)
 NGJC Concours Dinner
 Time: TBD
 Sponsor: TBD
 Location: Gainesville Area

October 11 (Sunday)
 NGJC Concours
 Time: 10:00 AM
 Sponsor: J. Hoffman
 Location: Gainesville, GA

Oct 16, & 17 (Fri/Sat)
 Euro Auto Festival
 Time: 10:00 AM
 Sponsor: D. Kirkman
 Location: BMW Plant, Greer, SC

October Date TBD (Sat)
 Jaguar Society of South Carolina Concours
 Location: Columbia, S.C.

October 30- Nov 1 (Fri/Sat & Sun)
 Hilton Head Concours

Time: TBD
 Sponsor: D. Kirkman*
 Location: Hilton Head Island, SC
November 21-22 (Sat-Sun)
 Overnight Drive to Charleston, SC
 Time: 10:00 AM
 Sponsor: TBD
 Location: Charleston, SC

November 26 Thanksgiving

November 28 (Saturday)
 Annual NGJC Business Meeting
 Time: 10:00 AM
 Sponsor: J. Hollier
 Location: TBD

December 6 or 13 (Sunday)
 NGJC Christmas Party
 Time: 6:00 PM
 Sponsor: J. Hollier
 Location: TBD.

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January Visit To Adaptive Mobility Systems

Submitted by Dave Kirkman

Our good friend Bob Boston gave us a guided tour of his handicap van conversion manufacturing facilities in Tucker the last Saturday in January. Bob is a longtime Jaguar owner and well known Daimler automobile collector and his conversions of common utility vans and SUV's are providing enhanced lives to the handicapped every day.

Known for their innovation, quality, low prices, and attention to safety, we were shown the side entry AMS Legend, and rear entry Edge and Edge II wheelchair van conversions. Minivans by Honda, Chrysler, Dodge, and Volkswagen (VW) are newly modified, converted for access, and delivered to the customer. These conversions have been fully crash-tested and carry some of the highest ratings in their class for federal safety standards.

For the Legend conversion, AMS manufactures new, lower belly pans and thus refuses to alter the frame of the minivan, because doing so would compromise the van's rigidity and compression points designed by the original vehicle engineers. Some competitors slice a minivan's rocker panel boxes and B Pillar in their handicap van conversions, but AMS recognizes the substantial protection value of these OEM frame components. The rocker panel boxes are integral steel panels designed to support and distribute the weight of the van, as well as to withstand side impacts. Similarly, the B Pillar provides manufacturer-tested structural integrity to the driver's side door, along with extra wheelchair security. All late model Chrysler Town & Country, Dodge

Grand Caravan, Honda Odyssey, and Volkswagen Routan minivans receiving the AMS Legend side entry handicap van conversion undergo a 125-point inspection before, during, and after the modifications.

We wish to express our thanks to Bob for taking time to show us his facility and the opportunity to see a few Daimlers, Jaguars and other cars in his collection.



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History Repeats Itself

SCCA Beginnings

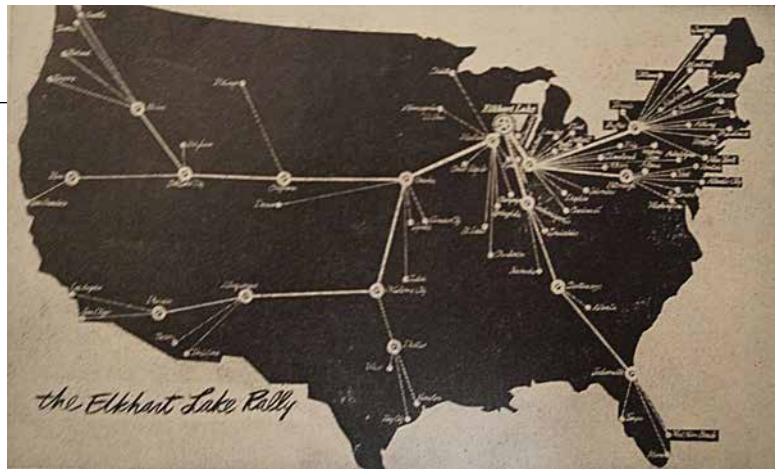
The birth of sports car racing was spawned from the GI's return from WWII. While in Europe they were exposed to light weight sporty cars that just didn't exist in the United States. So when they got home they started to import them. In just a few years the Sports Car Club of America was formed and racing began.

It would only seem logical that given the population centers of the east coast and west coast that you would find strong racing interests in those areas. So how did a little village in southeastern Wisconsin become an international race destination? Elkhart Lake was a tourist destination with many people throughout the Midwest arriving by train. After WWII tourism was down. The Chicago region SCCA was looking for a place to run a race on public roads. After a lot of searching they thought the area around Elkhart Lake would work well. Two of those SCCA people were, Fred Wacker and Jim Kimberly, high profile businessmen who knew how to get things done. They went to local business owners in the area and pitched the idea of a race. Everyone was on board and hoped to revive the tourism industry. The first race was July 23rd 1950. The first race was very much a Chicago region event. There were five races.

The cars were divided into over and under 1500 cc. There were races for novice and experienced drivers. The event was a success with over 5,000 spectators.

The 1951 race was heavily promoted by SCCA throughout the U.S. The race track course was enlarged to 6.5 miles from the 1950 track which was 3.5 miles long. The event was now two days long with a concours, rally and street dance on Saturday and races on Sunday.

The rally started from different locations throughout the U.S. Check points were set up and more points were awarded for a greater distance from Elkhart Lake. The overall winner was Morgan Sinclair who



drove his Allard from Santa Monica California, a total driving distance of 2,241 miles at 41 miles per hour. Second place went to R.H. Riecken who drove his Ford from Cambridge Massachusetts. He drove 1,195 miles at 39 mph. The third place went to Paul Dillion from Babylon New York. He drove his MG-TD 994 miles at 35

mph. At this time there was not a network of interstate highways to make life easy. There certainly was not an Allard or MG dealer in every town. It was quite an

adventure. The races brought in 98 entrants for 1951. Like the rally cars most of the race cars were driven to Elkhart Lake, raced, and driven home. There were three scheduled races. The first race was for novices. The race was won by Roger Wing from Bethesda Maryland driving an XK120 Jaguar. Maybe after driving that far to get to the event he should not have been considered a novice. Second place went to Frank Bott driving Dave Garroway's Jaguar SS-100. The second race was to be a ladies race. Bad weather was coming in so they cancelled that race to make time for the main feature. The feature race was 30 laps. The race was won by John Fitch driving a Cunningham. This car was driven from Florida to Elkhart Lake. Michael Graham driving an Allard came in second. The "Silverstone" Jaguars finished third and fourth. These were actually the factory LTW2 and LTW3. These cars were built in case the C-types were not ready for LeMans. They actually came in first and second in their class. Phil Hill beat out Jorge

Continued on page 6

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History Repeats Itself

Malbrand, from Argentina, for the top Jaguar. The 1951 event brought an estimated 50,000 spectators.

The promoters built on the success of 1951 to make the 1952 event even bigger. The event became three days in length. It was now called the Elkhart Lake International Road Race and Monte Carlo Rally. The competition of the rally and concours was held on Friday. The overall winner of the rally was Dorothy Dickinson driving an MG-TC from Long Beach California. She truly deserved that win. The second place award for "Best Performance by a car under 1500cc's" went to a team of ladies from Los Angeles California, driving and MG-TD.

Saturday was the Sheldon Cup race. This feature race was for cars of 1950 cc to 4000 cc. It was Phil Hill who drove the Jaguar C-Type to a win. This would be the C-types first win in North America. Phil Walter drove a Ferrari to second place. Third place went to George Weaver driving another C-Type. The Saturday concours saw winners such as a 1909 Hup mobile, 1919 Loco mobile and a 1928 Mercedes Benz Phaeton.

Sunday's first race was the Kimberly Cup. This was for cars under 1950cc. This race saw over 20 MG's enter. It was the Osca of Bill Spears that took the checkered flag. Second and third places were taken by Porsches. The big race for the day was the Elkhart Lake Cup. This race was open to all cars no matter the displacement. The race was 201.5 miles in length. Once again it was John Fitch in a Cunningham that won the race. This year it was an all Cunningham podium.



Out-powered, the two Jaguar C-Types finished fourth and fifth.

The 1952 event was a huge success. The spectator count was estimated at over 100,000 people. The population of the Village of Elkhart Lake was less than 1000. For that weekend in September it was the center of the racing world. Due to safety concerns open road racing was banned and a new era of racing would begin, but not until 1955.

Your Chance to Relive the Glory

You may think that you missed your chance to experience those glory years. You would be wrong! The 2015 JCNA Challenge Championship will be Held September 16th – 20th 2015 in Elkhart Lake with many activities at the Road America race track. The Vintage Sports Car Drivers Association is welcoming the Challenge Championship to the 30th Anniversary of the Elkhart Lake Vintage Festival, a nationally recognized vintage race festival that brings in almost 300 race teams.

Test your skills at the slalom on Thursday while racers are honing their own skills on the track. You will be able to prep your car for the Friday concours and watch the races at the same time. The concours will take place at one of the best viewing spots at the track. The rally will traverse the beautiful rolling hills of the Kettle Moraine. It will take place on Saturday morning. There has never been a Challenge Championship like this and there never will be again.

That should be enough to get you planning to attend. This event will offer much more. There will be lunch time touring on the track both Saturday and Sunday. Do you want a ride in a pace car for one of the races? How about a ride in a race car? Let us know. The 24th annual Road Course Reenactment will happen Saturday afternoon. This is a police escort of the original road



Continued on page 7

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What's Wrong With Having Ethanol In A Carburetor?

Submitted by Ed Preston

Fact #5: While we have the API setting the minimum standards for oil, there has never been a fuel standard for gasoline—until a month or so ago. The marine industry (including Mercruiser, Yamaha, Johnson, etc.) frustrated with all the engine problems caused by using ethanol in marine engines, commissioned NACE (National Association of Corrosion Engineers) to help them set minimum standards for fuel additives. They never expected to be able to reach 100% corrosion free fuel. They decided that stopping 20% would be a satisfactory standard and become a recommended additive.

Startling Fact: None of the additives on the market passed the 20% test! None of that stuff works. According to the corrosion engineers, it's all hype and marketing. The fuel additive companies are fighting this information, using the laws that say you cannot say things that will destroy a company regardless of facts.

Another Fact: I lied—about no product passing the test. One did. This is an editorial, not a product endorsement so I will not reveal which product passed the test, by preventing 98.1% of corrosion.

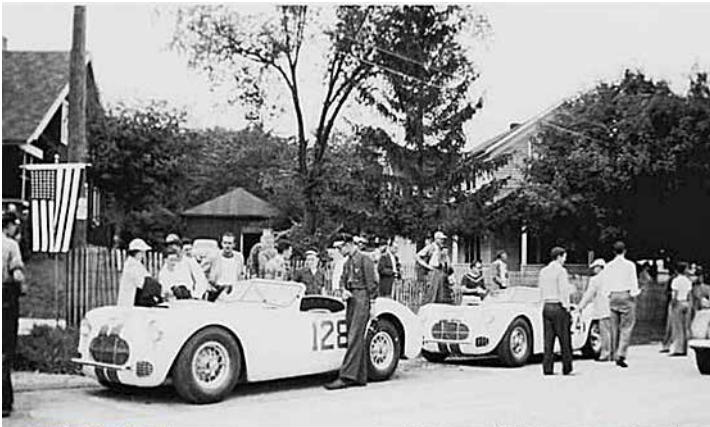
Editor's Note: We have arranged for a presentation by the author, Ed Preston, at a Tech Session to be held at Joe Newell's residence in Ellijay. Save Saturday, May 2nd for this and we'll have more information about this session in the next newsletter.



Continued from page 6

History Repeats Itself

course. This is open to all race cars and street cars. The reenactment will stop on Lake Street in the village. Lake Street was part of the original road course. The street will be shut down for a car show. As that show ends the Gather on the Green concours begins on the back lawn of the Osthoff Resort. This is an invitation-only concours and you're invited. At the end of the concours is the VSCDA banquet. Sunday will be a full day of racing. The Jaguar feature race will be right after lunch. Before the main feature there will be a Jaguar parade lap for all street cars and also any race cars that are not racing. Two major events, one location, Road America, Elkhart Lake, Wisconsin!



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